

checked by an inspector, and, if determined to be necessary, valves of increased relieving capacity shall be installed.

(6) (Modifies PG-67). Drum safety valves shall be set to relieve at a pressure not in excess of that allowed by the Certificate of Inspection. Where for any reason this is lower than the pressure for which the boiler was originally designed and the revised safety valve capacity cannot be recomputed and certified by the valve manufacturer, one of the tests described in PG-70(3) of the ASME Code shall be conducted in the presence of the Inspector to insure that the relieving capacity is sufficient at the lower pressure.

(7) On new installations the safety valve nominal size for propulsion boilers and superheaters must not be less than 38mm (1½ in.) nor more than 102mm (4 in.). Safety valves 38mm (1½ in.) to 114mm (4½ in.) may be used for replacements on existing boilers. The safety valve size for auxiliary boilers must be between 19mm (¾ in.) and 102mm (4 in.) NPS. The nominal size of a safety valve is the nominal diameter (as defined in 56.07-5(b)) of the inlet opening.

(8) Lever or weighted safety valves now installed may be continued in use and may be repaired, but when renewals are necessary, lever or weighted safety valves shall not be used. All such replacements shall conform to the requirements of this section.

(9) Gags or clamps for holding the safety valve disk on its seat shall be carried on board the vessel at all times.

(10) (Modifies PG-73.2). Cast iron may be used only for caps and lifting bars. When used for these parts, the elongation must be at least 5 percent in 51mm (2 inch) gage length. Nonmetallic material may be used only for gaskets and packing.

(b)(1) (Modifies PG-68.) Superheater safety valves shall be as indicated in PG-68 of the ASME Code except as noted otherwise in this paragraph.

(2) The setting of the superheater safety valve shall not exceed the design pressure of the superheater outlet flange or the main steam piping beyond the superheater. To prevent damage to the superheater, the drum safety valve shall be set at a pressure not less than

that of the superheater safety valve setting plus 5 pounds minimum plus approximately the normal load pressure drop through the superheater and associated piping, including the controlled desuperheater if fitted. See also § 52.01-95(b) (1).

(3) Drum pilot actuated superheater safety valves are permitted provided the setting of the pilot valve and superheater safety valve is such that the superheater safety valve will open before the drum safety valve.

(c)(1) (Modifies PG-71.) Safety valves shall be installed as indicated in PG-71 of the ASME Code except as noted otherwise in this paragraph.

(2) The final setting of boiler safety valves shall be checked and adjusted under steam pressure and, if possible, while the boiler is on the line and the steam is at operating temperatures, in the presence of and to the satisfaction of a marine inspector who, upon acceptance, shall seal the valves. This regulation applies to both drum and superheater safety valves of all boilers.

(3) The safety valve body drains required by PG-71 of the ASME Code shall be run as directly as possible from the body of each boiler safety valve, or the drain from each boiler safety valve may be led to an independent header common only to boiler safety valve drains. No valves of any type shall be installed in the leakoff from drains or drain headers and they shall be led to suitable locations to avoid hazard to personnel.

(d)(1) (Modifies PG-72.) The operation of safety valves shall be as indicated in PG-72 of the ASME Code except as noted in paragraph (d)(2) of this section.

(2) (Modifies PG-73). The lifting device required by PG-73.1.3 of the ASME Code shall be fitted with suitable relieving gear so arranged that the controls may be operated from the fire-room or engineroom floor.

[CGFR 68-82, 33 FR 18815, Dec. 18, 1968, as amended by CGD 81-79, 50 FR 9433, Mar. 8, 1985]

§ 52.01-130 Installation.

(a) *Foundations.* (1) Plans showing details of proposed foundations and support for boilers and the proposed means of bracing boilers in the vessel shall be

submitted for approval to the Officer in Charge, Marine Inspection, in the district where the installation is being made.

(2) Provision shall be made in foundations for expansion of the boilers when heated.

(3) Boilers shall be provided with chocks to prevent movement in the event of collision unless a bolted or riveted construction satisfactorily provides for this contingency.

(b) *Protection of adjacent structure.* (1) Boilers shall be so placed that all parts are readily accessible for inspection and repair.

(2) In vessels having a double bottom or other extensive surfaces directly below the boiler, the distance between such surface and a boiler shall in no case be less than 18 inches at the lowest part.

(3) In certain types of vessels where the boiler foundation forms the ashpit, such foundations shall be efficiently ventilated, except in cases where the ashpit is partially filled with water at all times.

(4) The pans of oil-burning, watertube boilers shall be arranged to prevent oil from leaking into the bilges and shall be lined with firebrick or other heat resisting material.

(5) The distance between a boiler and a compartment containing fuel oil shall not be less than 24 inches at the back end of a boiler and 18 inches elsewhere, except that for a cylindrical part of a boiler or a knuckle in the casing of a water-tube boiler, these distances may be reduced to 18 inches, provided all parts are readily accessible for inspection and repair.

(6) All oil-burning boilers shall be provided with oiltight drip pans under the burners and elsewhere as necessary to prevent oil draining into the bilges.

(c) *Boiler uptakes.* (1) Where dampers are installed in the uptakes or funnels, the arrangement shall be such that it will not be possible to shut off the gas passages from the operating boilers.

(2) Each main power boiler and auxiliary boiler shall be fitted with a separate gas passage.

§ 52.01-135 Inspection and tests (modifies PG-90 through PG-100).

(a) *Requirements.* Inspection and test of boilers and boiler pressure parts shall be as indicated in PG-90 through PG-100 of the ASME Code except as noted otherwise in this section.

(b) The inspections required by PG-90 through PG-100 of the ASME Code shall be performed by the "Authorized Inspector" as defined in PG-91 of the ASME Code. The Authorized Inspector shall hold a valid commission issued by the National Board of Boiler and Pressure Vessel Inspectors. After installation, boilers will be inspected for compliance with this part by the "Marine Inspector" as defined in § 50.10-15 of this subchapter.

(c) *Hydrostatic test (modifies PG-99).* Each new boiler shall be hydrostatically tested after installation to 1½ times the maximum allowable working pressure as indicated in PG-99 of the ASME Code. Before the boilers are insulated, accessible parts of the boiler shall be emptied, opened up and all interior surfaces shall be examined by the marine inspector to ascertain that no defects have occurred due to the hydrostatic test.

(d) *Operating tests.* In addition to hydrostatic tests prescribed in paragraph (c) of this section, automatically controlled auxiliary boilers must be subjected to operating tests as specified in §§ 61.30-20, 61.35-1, 61.35-3, 62.30-10, 63.15-9, 63.25-3, and 63.25-5 of this chapter, as appropriate, or as directed by the Officer in Charge, Marine Inspection, for propulsion boilers. These tests are to be performed after final installation.

[CGFR 68-82, 33 FR 18815, Dec. 18, 1968, as amended by CGFR 69-127, 35 FR 9976, June 17, 1970; CGD 81-79, 50 FR 9433, Mar. 8, 1985; CGD 88-057, 55 FR 24236, June 15, 1990]

§ 52.01-140 Certification by stamping (modifies PG-104 through PG-113).

(a) All boilers built in accordance with this part must be stamped with the appropriate ASME Code symbol as required by PG-104 through PG-113 of the ASME Code.

(b)(1) Upon satisfactory completion of the tests and Coast Guard inspections, boilers must be stamped with the following: